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CENTRAL INTELLIGENCE AGENCY

## REPORT

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# INFORMATION REPORT

CD NO

**COUNTRY**

East Germany/Austria

DATE DISTR. 28 September 1955

**SUBJECT**

# Rail Freight Traffic from Austria through Bad Schandau

NO. OF PAGES 2

**PLACE  
ACQUIRED**

NO. OF ~~ITEMS~~  
(LISTED BELOW)

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DATE OF INFO.

**SUPPLEMENT TO  
REPORT**

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rail shipments from Austria

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passed the Bad Schandau railroad station between 1 and 13 August 1955:

| Date in Number of |        | Breakdown of Railroad Cars |       |       |       |         |
|-------------------|--------|----------------------------|-------|-------|-------|---------|
| August            | Trains | Mixed                      | Crude | Coals | Empty | Transit |
|                   |        | Cars                       | Oil   |       | Cars  |         |
| 1917              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1918              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1919              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1920              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1921              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1922              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1923              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1924              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1925              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1926              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1927              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1928              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1929              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1930              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1931              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1932              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1933              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1934              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1935              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1936              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1937              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1938              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1939              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1940              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1941              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1942              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1943              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1944              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1945              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1946              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1947              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1948              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1949              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1950              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1951              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1952              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1953              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1954              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1955              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1956              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1957              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1958              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1959              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1960              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1961              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1962              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1963              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1964              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1965              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1966              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1967              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1968              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1969              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1970              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1971              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1972              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1973              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1974              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1975              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1976              | 10     | 10                         | 10    | 10    | 10    | 10      |
| 1977              | 10     | 10                         | 10    |       |       |         |

|    |    |     |    |     |     |    |
|----|----|-----|----|-----|-----|----|
| 1  | 12 | 242 | 40 | 137 | 207 | 59 |
| 2  | 12 | 323 | 55 | 60  | 203 | 51 |
| 3  | 12 | 297 | -  | 117 | 309 | 84 |
| 4  | 13 | 334 | -  | 346 | 150 | 56 |
| 5  | 14 | 372 | 35 | 51  | 382 | 65 |
| 6  | 14 | 305 | 35 | 215 | 227 | 39 |
| 7  | 10 | 260 | 36 | 107 | 145 | 83 |
| 8  | 13 | 268 | -  | 165 | 262 | 75 |
| 9  | 12 | 316 | -  | 159 | 190 | 59 |
| 10 | 10 | 208 | 37 | 116 | 236 | 35 |
| 11 | 10 | 216 | 38 | 171 | 149 | 34 |
| 12 | 10 | 301 | -  | 50  | 218 | 49 |
| 13 | 9  | 245 | 16 | 60  | 147 | 72 |

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Comment. This is the first report on rail freight traffic through Bad Schandau for some time. Of special interest are crude oil shipments from Zistersdorf which were dispatched to Krumpal and Mockethal. The daily average of these shipments is 21 carloads indicating a decrease of about 50 percent compared with the years of 1953 and 1954.

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